

Chapter I- INTRODUCTION

The Dover Kent County Metropolitan Planning Organization

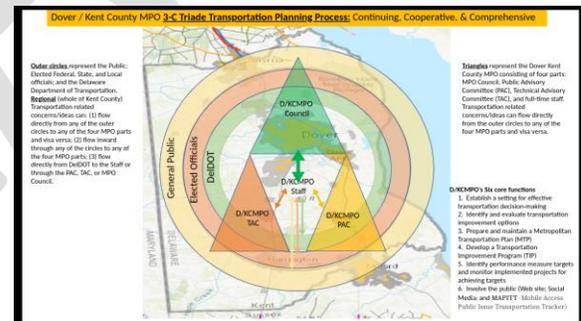
Two questions continually asked of our staff is, “what is an MPO” and “when was your organization established”? These of course, could take a long time to answer however, a fast general summary called, “A Brief History of Metropolitan Planning Organizations” can be found at:

<https://www.compassidaho.org/documents/about/MPOhistory.pdf> and a second

summary found on the Association of Metropolitan Planning Organizations (AMPO) at: <http://www.ampo.org/about-us/about-mpos/>. These documents provide a short historical summary regarding when Metropolitan Planning Organizations (MPO's) in general were first established under the 1962 Federal Highway Act and it provides some historical context related to how and why the Dover/Kent County MPO (D/KC MPO) was established.

The Dover Kent County MPO was established in 1992 with a primary focus on the City of Dover, Delaware. However, our Urbanized Area (UA) boundary continued to grow after each US Census (1990, 2000, 2010, and soon 2020). Nonetheless, our MPO Boundary can be easily understood as being the same as the Kent County boundary in Delaware and our organization is a major contributor and coordinator to transportation policies and plans impacting citizens in Kent County and the 20 municipalities within Kent County, Delaware.

The D/KC MPO is a not for profit organization consisting of 4 full time and 2 part time staff employees, two reviewing (Public Advisory and Technical Advisory) committees, and a decision making and approval council. The D/KC MPO is responsible for **transportation policy making and planning** to ensure existing and future transportation projects and program expenditures are based on the **3C (continuing, cooperative, & comprehensive)** process.



(Images represent the D/KC MPO 3-C process)

For example, we utilize the 3-C process with the Delaware Department of Transportation (DeDOT), the Delaware Transit Corporation (DTC), and the Delaware Authority for Regional Transit (DART) to **set spending levels** for Federal funds meant for transportation projects. Furthermore, our MPO has six core functions:

- Establish a setting for effective decision-making
- Identify and evaluate transportation improvement options
- Prepare and maintain a Metropolitan Transportation Plan
- Develop a Transportation Improvement Program (TIP)
- Identify performance measure targets and monitor implemented projects for achieving targets
- Involve the public

In order to carry out our six core functions, the D/KC MPO establishes and maintains four main documents which are also required by DeIDOT and the Federal Highway Administration (FHWA) as part of the metropolitan transportation planning process

(<https://www.fhwa.dot.gov/legregs/directives/fapg/Cfr450c.htm>).

The first document called, “a **Metropolitan Transportation Plan (MTP)**” is updated every four to five years. In addition to being a core function, the MTP is a 20-year long range plan which identifies how the metropolitan area will manage and operate a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region’s economic, transportation, development and sustainability goals – among others – for a 20+-year planning horizon, while remaining fiscally constrained. The D/KC MPO is currently updating our MTP titled, “Innovation 2045”.

Specifically, the MTP identifies the transportation capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway

projects, and safety projects included in the State’s Strategic Highway Safety Plan. These projects are evaluated and ranked in each of Delaware’s three MPO’s MTP’s. Specifically, the D/KC MPO will list transportation projects in our MTP and once approved by the D/KC MPO Council, the projects will be evaluated (on a statewide basis) and selected by the State of Delaware through the Delaware Council on Transportation (COT). The COT will approve evaluated statewide transportation projects and list the ranked projects in the Capital Transportation Program (CTP). (note: the CTP is a State process and document better explained at the following website: <https://deldot.gov/Programs/cot/index.shtml>)

Projects selected by the Delaware COT are included in the sequential four-year **Transportation Improvement Program (TIP)** which is the MPO’s second document required to carry out the six core functions. In addition to being a core function, the TIP is updated every two years and includes funded projects (via the CTP) which are also listed in the MTP. Each time a TIP is updated or amended, it is available for public review via newspaper and social media announcements.

The third document is called the “**Public Participation Plan (PPP)**” and outlines how the MPO will engage the public (another core function) regarding information on transportation projects, the MTP, and the TIP. Similar to the MTP, the PPP must be updated at least every four years and demonstrates how the D/KC MPO ensures public participation when carrying out our six core functions.

The fourth document is called a “**Unified Planning Work Program (UPWP)**” which

is an annual statement of work identifying the planning priorities and activities to be carried out within the D/KC MPO planning area (metropolitan area). At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. The UPWP describes how projects, goals, and objectives outlined in the MTP and TIP are to be implemented.

In summary, the D/KC MPO is a transportation planning not for profit organization funded with 80% Federal Funds, 10% Delaware State Funds, and 10% Local Funds. MPO's in general are required organizations for Cities, Counties, and Towns which have a combined population exceeding 50,000 and which use Federal Funding for a variety of transportation projects (i.e. multimodal projects including roads, transit (bus and train), bicycle, pedestrian, freight (ship, plane, truck). The D/KC MPO main objective is to collect and share information on transportation projects within Kent County Delaware and provide a venue for Federal, State, and local MPO partners to consider these projects relative to fiscal, environmental, economic, and social perspectives.

Federal Metropolitan Transportation Planning

Before diving into specifics of Innovation 2045, it might be helpful to provide a summary review regarding the evolution of metropolitan transportation planning. Since 1991, there have been several transportation laws, regulations, and

policies addressing the shift from primarily focusing on highway buildings and expansion accommodating increased use of motor vehicles to focusing on encouraging the development of a multimodal transportation planning process which includes roadways, public transit, and bicycle and pedestrian facilities. There are six Federal Transportation Acts that shaped the D/KC MPO.

The Intermodal Surface Transportation Efficiency Act (ISTEA) 1991

(https://www.fhwa.dot.gov/planning/public_involvement/archive/legislation/istea.cfm)

among other things, provided additional powers to MPO's, allowed more flexible funding strategies, and required consideration of planning factors that address societal issues as energy conservation, economic development, and system preservation.

The Transportation Equity Act for the 21st Century (TEA-21) 1998

(<https://www.fhwa.dot.gov/tea21/>)

continued many of the planning requirements of ISTEA and emphasized seven planning factors (consolidated from the 15 planning factors in ISTEA) for metropolitan and statewide transportation planning. It continued focus on public involvement and increased emphasis including transit and freight stakeholders in transportation planning initiatives.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 2005

(<https://www.fhwa.dot.gov/safetealu/factsheets/statewide.htm>)

addressed improving safety and security, reducing traffic congestion, improving freight movement efficiency, increased intermodal connectivity, heightened public participation,

and environmental protection. Additionally, it added an eighth planning factor by separating the “safety and security of the transportation systems for motorized and nonmotorized users” factor in TEA-21.

TEA-21 Planning Factors:

- *support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency*
- *increase the safety and security of the transportation system for motorized and nonmotorized users*
- *increase the accessibility and mobility options available to people and for freight*
- *protect and enhance the environment, promote energy conservation, and improve quality of life*
- *enhance the integration and connectivity of the transportation system, across and between modes, for people and freight*
- *promote efficient system management and operation*
- *emphasize the preservation of the existing transportation system*

Source:

http://onlinemanuals.txdot.gov/txdotmanuals/pln/metropolitan_transportation_planning_process.htm

The Moving Ahead for Progress in the 21st Century Act (MAP-21) 2012 (<https://www.fhwa.dot.gov/map21/>) created a streamlined and performance-based surface transportation program and built on many of the highway, transit, bike, and pedestrian programs and policies established in the 1991 ISTEA. Furthermore, the environmental review process was reformed to speed up project development; funding for bicycle and pedestrian transportation was included into a broader program called "Transportation

Alternatives"; a national freight policy was developed; and tolling on federal highways was reformed.

The Fixings America's Surface Transportation Act (FAST) 2015 (<https://www.fhwa.dot.gov/fastact/>) authorized \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. With the enactment of the FAST Act, states and local governments moved forward with critical transportation projects slated for FY16-FY20.

Lastly, the America's Transportation Infrastructure Act of 2019 (<https://www.acec.org/default/assets/File/ATIAFactSheet.pdf>) is the current transportation act. This bill addresses several provisions related to highway transportation infrastructure, including provisions to improve road safety, accelerate project completions, improve resilience to disasters, and reduce highway emissions. Among other things, the bill

- reauthorizes several transportation programs from FY2021-FY2025, including the federal-aid highway program and the transportation infrastructure finance and innovation program;
- increases funding for tribal and federal lands transportation programs;
- provides for a bridge investment program to award competitive grants to certain governmental entities for projects that improve (1) the condition of bridges; and (2) the safety, efficiency, and reliability of the movement of people and freight over bridges;

- requires the Department of Transportation to encourage each state to develop a voluntary plan that provides for the immediate and long-term personnel and workforce needs of the state to deliver transportation and public infrastructure projects;
- establishes a two-year goal for the completion of environmental review with respect to highway projects and a 90-day timeline for related project authorizations;
- sets forth several new climate-related grant programs, including for resiliency, carbon reduction, charging and refueling, alternative road user fees, carbon capture, and diesel emissions;
- expands the flexibility and eligible uses of formula funds provided out of the Highway Trust Fund; and
- prioritizes the research and development of animal detection systems that reduce the number of wildlife-vehicle collisions

Many Federal transportation requirements are depicted in the above referenced Transportation Acts as well as in multiple Laws, Regulations, and Policies. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are two Department of Transportation (DOT) agencies at the Federal Government level who review and approve MPO long range plans.

The FHWA provides stewardship over the construction, maintenance and preservation of the Nation's highways, bridges and tunnels. They also conduct research and provide technical assistance to state and local agencies to improve safety, mobility, and to encourage innovation. (see <https://highways.dot.gov/> for more FHWA information)

FTA is responsible for conducting oversight activities to ensure that recipients of grants

use the funds in a manner consistent with their intended purpose and in compliance with regulatory and statutory requirements. FTA also develops and implements a comprehensive national oversight program to ensure that funding recipients remain compliant with the FTA requirements for federal funds, performance metrics, and recipient compliance trends. (see <https://www.transit.dot.gov/> for more FTA information)

Additionally, the FHWA and FTA ensure State Departments of Transportation incorporate Federal requirements into State Transportation Long Range Plans especially when State's utilize Federal funds for many of their road and transit transportation projects.

State Transportation Planning

The State of Delaware's transportation planning authority is the Delaware Department of Transportation (DeIDOT). Similar to MPO long range planning requirements, each state must prepare a long-range statewide transportation plan, in accordance with 49 USC 5304(f), that provides for the development and implementation of the multimodal transportation system, including transit, highway, bicycle, pedestrian, and accessible transportation. This plan must identify how the transportation system will meet the state's economic, transportation, development, and sustainability goals – among others – for a 20+-year planning horizon.

On May 3, 2019 DeIDOT completed their long-range transportation plan called, "Innovation in Motion". This document defines the Statewide transportation goals,

strategies, actions and performance measures to make Delaware's economy more competitive, our communities more vibrant, and our environment more sustainable for future generations. In addition to their Innovations in Motion Plan, DeIDOT has additional planning documents (i.e Rail, Freight, and Highway Safety Plans) which provide long range transportation goals and objectives to be considered when drafting our D/KC MPO "Innovation 2045" MTP. Innovation 2045 **aligns our goals and objectives to better support DeIDOT's goals and objectives regarding transportation planning** in Kent County, Delaware.

Local Transportation Planning

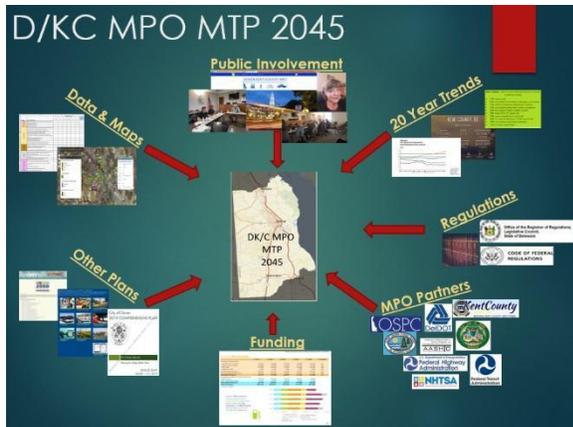
There are 20 municipalities and 1 County level (Kent County Levy Court) government which consider transportation planning projects at the local level in Kent County, Delaware. Although the Dover Kent County MPO partners include **all towns, cities, and county land area** within Kent County Delaware, 20 municipalities and Kent County are required by Delaware State Law to complete long-range plans at least every 10 years called, "Comprehensive Plans." Comprehensive planning is a process that determines community goals and aspirations in terms of community development which results in a comprehensive plan expressing and regulating public policies on transportation, utilities, land use, recreation, and housing.

Municipal and County Comprehensive Plans in Delaware are updated every ten years and must be "certified" by the Governor of Delaware through the Delaware Office of State Planning Coordination

(OSPC). Copies of all comprehensive plans in the State of Delaware can be found on the OSPC website (<http://www.stateplanning.delaware.gov/lup/comprehensive-plan.shtml>) and many times (although not always) include Transportation goals and recommendations for the municipality or county. An analysis of Kent County's local 21 comprehensive plans revealed 12 typical transportation recommendation categories as well as future land use maps, annexation maps, and transportation maps. These are discussed later in this MTP.

When conducting our Innovation 2045 MTP update, we reviewed all twenty (20) Kent County Municipal Comprehensive Plans as well as Kent County's Comprehensive Plan (all listed on the Office of State Planning Coordination website) to see where we could **link common goals and objectives**. Our challenge was to develop our Innovation 2045 MTP goals and objectives as well as list financially responsible projects which **support our MPO partners comprehensive plans** where and when we can. A summary of our common transportation goals and objects is detailed later in this MTP.

Putting it all together



Long-range transportation planning is a vision of the transportation system's future conditions, needs and opportunities, which guide decision-making today.

These long-range plans generally project the transportation system needs and requirements 20 to 25 years into the future and help shape local, regional, and state strategies for addressing economic growth, safety, congestion, air quality, and public mobility. Through a process of intergovernmental cooperation and coordination at the Federal, State, Regional, and Local level, as well as citizen involvement, the primary goal of our Innovation 2045 MTP long-range metropolitan transportation plan is to bring all affected parties to the table in order to address the unique transportation needs of each locality and region, while providing a forum to address the overall transportation infrastructure growth and development for Kent County Delaware.

Innovation 2045, is the metropolitan transportation plan (MTP) (also known as a long-range transportation plan (LRTP) for the Dover Kent County MPO region. The MTP identifies transportation needs, provides strategies to address those needs, guides transportation investment, and provides measurable goals and

performance measures for the region's transportation system over the next 25 years. The Plan, which is updated every 4 years, is required of all MPO's, as only projects found in the MTP are eligible for Federal funding. The D/KC MPO prepared its initial long-range transportation plan in 1996, and Innovation 2045 is the 6th update to the original plan.

Goals and Objectives

For Innovation 2045, the D/KC MPO wanted to capture the various goals and objectives depicted by our Federal, State, Regional, and Local partners. In March 2020, we analyzed Federal transportation goals from the FHWA and FTA; Delaware State goals from Governor Carney, DelDOT, and the Office of State Planning Coordination (OSPC); Regional goals from MPO's representing adjacent Delaware Counties Wilmington Area Planning Council (WILMAPCO for New Castle County) and the Salisbury / Wicomico MPO for Sussex County); and Local goals as annotated within the 2018 Kent County Comprehensive Plan and twenty Kent County municipalities comprehensive plans. An informational video was also developed and posted on our Innovation 2045 web site which described the analytical approach taken to develop goals and objectives for this MTP update. Throughout the development of Innovation 2045, the public as well as Federal, State, Regional, and Local agencies had access to comment on draft goals, objectives, and performance measures. The overall intent was to identify similar transportation goal adjectives at the Federal, State, Regional, and Local level in order to develop Innovation 2045 goals and objectives which **fuse and nest** where possible, common goals and objectives at all four levels of government.

The following illustration depicts how this was accomplished.



Once the common adjectives were identified in Federal, State, Regional, and Local transportation goals, Innovation 2045 MTP goals and objectives were developed.

D/KC MPO: Innovation 2045 MTP Goals and Objectives		
<p>Safely move people and commodities efficiently on connected and reliable transportation networks.</p> <p>Objectives:</p> <ul style="list-style-type: none"> Consider Safety as highest priority for project selection; Reduce fatalities through an enhance a multi-modal transportation network that optimizes and increases safe movement of people and commodities; Enhance and support safe, resilient, and reliable transportation systems that minimize average delay times through predictable travel times under normal conditions while not exceeding LOS C. 	<p>Integrate multi-modal transportation with local land use decisions for healthier, stronger, and economically viable communities</p> <p>Objectives</p> <ul style="list-style-type: none"> Increase transit accessibility and ridership; Increase economic considerations in projective prioritization for rail and highway freight activities; Increase pedestrian and bicycle network use and access by supporting land use decisions which highlight "complete communities" based on Federal, State and Local transportation, pedestrian, bicycle, and comprehensive plans objectives. 	<p>Support transportation system preservation through enhanced system operations, management and sound environmental practices.</p> <p>Objectives</p> <ul style="list-style-type: none"> Reduce pollutants generated by motorized vehicles; Preserve existing roadway and bridge networks through innovative strategies and technologies which minimize environmental impact through planning and design best practices; Increase project prioritizations for environmental considerations that reduce impact to air quality, historical and natural resources, and disadvantaged communities.

The Innovation 2045 MTP goals and objectives generally describe what the D/KC MPO is striving to accomplish. Goals depict the general programmatic outcomes, while objectives provide more specific outcomes. The D/KC MPO staff developed and then utilized our public outreach process on social media as a mechanism to solicit comments regarding these goals and objectives. This process was utilized to ensure the proposed goals and objectives mutually support our Federal, State, Regional, and Local MPO partners transportation goals but more importantly, reflect the desired vision of our region.

Performance Measures

As briefly described in this chapter, the Moving Ahead for Progress in the 21st Century Act (MAP-21) among other things, required a streamlined, performance-based, and multimodal program to address challenges which included improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery (source: <https://www.fhwa.dot.gov/map21/summaryinfo.cfm>). MAP-21 directed MPOs to develop Long Range Transportation Plans (LRTP)(also known as Metropolitan Transportation Plans (MTP)) and Transportation Improvement Programs (TIP) through a performance-driven and outcome-based approach to planning. It required states, MPOs, and operators of public transportation to establish targets for performance measures in key performance areas which address national goals for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and coordinate with one another when setting these targets.

There are seven FHWA national goals (safety; infrastructure (pavement and bridge) condition; congestion reduction; system reliability; freight movement and economic vitality; environmental sustainability; and reduced project delivery delays) and two FTA national goals (safety; and infrastructure condition (state of good repair-transit asset management)). Performance-based planning applies data to inform decisions aimed at helping achieve desired outcomes for the region's multimodal transportation systems as documented in three main documents. First, our LRTP (Innovation 2045

Metropolitan Transportation Plan (MTP)) is an investment plan covering 25 years; second, our TIP which is a four-year plan for funding capital infrastructure projects; and third is the Unified Planning Work Program (UPWP), produced annually to support conceptual plans and research.

In many ways the D/KC MPO is already applying performance-based principles when making investment decisions as part of the MTP, TIP and UPWP development process. Nonetheless, the United States Department of Transportation (DOT) established seven **measure areas** categorized in **three performance measures (PMs)** which the D/KC MPO was responsible for establishing targets for in FY18 and FY19: Safety Measures (PM1); Pavement and Bridge Condition (PM2); and the Performance of the NHS (National Highway System), Freight and CMAQ (Congestion Mitigation and Air Quality) (PM3). The D/KC MPO decided to adopt the Delaware Department of Transportation (DeIDOT) PM targets and adopted DeIDOT's PM1 standards on **March 7, 2018**, as well as targets for PM2 and PM3 measures on **November 14, 2018**. In addition to the three PMs, DOT established three related rules categorized in two performance areas (Asset Management and Planning). As such, D/KC MPO Council adopted the Delaware Transit Corporation's (DART) Transit Asset management Plan (TAMP) on **March 6, 2019**. The recommendation for the D/KC MPO Council to adopt DeIDOT's PM1, PM2, and PM3 standards and DART's TAMP was made after DeIDOT and Federal Highways Administration representative consultation and given the size of Delaware, the D/KC MPO decided to utilize the targets

established by DeIDOT and DART as offered in Federal guidance.

National Performance Measure		Performance Measures and Targets				State / Kent County MPO Targets (same as DeIDOT)
National Goal	NHSA Performance Measure	FTA Performance Measures	Delaware Department of Transportation Performance Measures	State / Kent County MPO Targets (same as DeIDOT)	State / Kent County MPO Targets (same as DeIDOT)	
PM1 Safety	Safety	Reduce fatalities per vehicle mile traveled (VMT)	1. # of fatalities	same	same	US 2 (not to exceed)
		Reduce injuries per vehicle mile traveled (VMT)	2. Rate of fatalities	same	same	US 2 (not to exceed)
		Number of serious injuries	3. Rate of serious injuries	same	same	US 2 (not to exceed)
		Number of fatalities	4. Rate of fatalities	same	same	US 2 (not to exceed)
PM2 Infrastructure Condition	Infrastructure Condition	Percent condition on the interstate system	1. % of pavement of the Interstate System (Good condition)	same	same	40-45% (not to exceed)
		Percent condition on the non-interstate NHS	2. % of pavement of the Interstate System (Fair condition)	same	same	40-45% (not to exceed)
		Bridge Condition on the NHS	3. % of bridges in good condition	same	same	40-45% (not to exceed)
		Bridge Condition on the non-NHS	4. % of bridges in good condition	same	same	40-45% (not to exceed)
PM3 System Reliability	System Reliability	Performance of the interstate system	1. % of bridges in good condition	same	same	40-45% (not to exceed)
		Performance of the non-interstate system	2. % of bridges in good condition	same	same	40-45% (not to exceed)
		Performance of the interstate system	3. % of bridges in good condition	same	same	40-45% (not to exceed)
		Performance of the non-interstate system	4. % of bridges in good condition	same	same	40-45% (not to exceed)

The above reference chart shows the linkage with the Performance Measures, seven National Performance Measure Areas, DeIDOT's Performance Measures and Targets (which were adopted by the D/KC MPO).

The D/KC MPO is required to include the Performance Measures targets in all future primary documents we produce. Innovation 2045 is our attempt to link specific performance measures to each of our three MTP goals and provide the DeIDOT (State) targets (which were formally adopted by the D/KC MPO Council) and Kent County specific targets being proposed in our Innovation 2045 MTP.

Goal #1: Safely move people and commodities efficiently on connected and reliable transportation networks.

(note: Safety references found on pages II-42, 52-53, and 62-63 in DeIDOT's Innovation in Motion (LRTP)(May 3, 2019) <https://deldot.gov/Publications/reports/plan/index.shtml> and Kent County specific references found in the 2005, 2009, 2013, and 2017 (MTP years used to establish a baseline) Delaware Annual Traffic Statistical Report by the Delaware State Police <https://dsp.delaware.gov/reports/>).

(note: Although the D/KC MPO would like to see zero fatalities and injuries resulting from motorized and non-motorized forms of travel and the FHWA established a “Zero Deaths Vision”, the following safety baseline and goal targets represent actual figures as depicted by the Delaware State Police).

- Reduce the Statewide **number** of fatalities (the total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year) over a five-year trend from 119.4 to 119.0; reduce 3 fatalities per year; and a 50% reduction goal by 2035. **The D/KC MPO target is to reduce Kent County wide fatalities over a five-year trend from 24 to 23; reduce 1 fatality per year; and 50% reduction goal by 2035.**
- Reduce the Statewide **rate** of fatalities per 100 million vehicle miles traveled (VMT) (the ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year) over a five-year trend from 1.226 to 1.190. **The D/KC MPO does not have a specific target for this PM but continues to support the State target goals.**
- Reduce the Statewide **number** of serious injuries (the total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year) over a five-year trend from 577.4 to 507.4; reduce 15 serious injuries per year; and a 50% reduction goal by 2035. **The D/KC MPO target is to reduce the Countywide number of serious injuries over a five-year trend from 935.5 to 875.5; reduce 15 motor vehicle personal injuries by 15 per year; and a 50% reduction goal by 2035.**
- Reduce the Statewide **rate** of serious injuries per 100 million VMT (the ratio of total number of serious

injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year) over a five-year trend from 5.950 to 5.078. **The D/KC MPO does not have a specific target for this PM but continues to support the State target goals.**

- Reduce the Statewide **number** of non-motorized fatalities and number of non-motorized serious injuries combined (the combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year) over a five-year trend from 97.0 to 85.0 (12%). **The D/KC MPO target is to reduce the Countywide non-motorized (bike and pedestrian) fatalities and injuries (combined) over a five-year trend from 54 to 48.**

Goal #2: Integrate multi-model transportation with local land use decisions for healthier, stronger, and economically viable communities

(note: There are no established and approved Performance Measures which could be applied to Goal #2. However, the D/KC MPO is considering the following Sustainable Communities PMs found at: https://www.flagstaff.az.gov/DocumentCenter/View/13795/HUD_Measures_Webinar?bld=)

- % of new or improved roadways (by mile) that include sidewalks and/or bicycle infrastructure
- % of low income households within 30 minute commute of major employment center
- % of new homes within ½ mile of a major employment center
- % of new homes that are well served by transit
- Reduce emissions produced by

vehicles

- Increase percentage of transportation assets that use alternative energy sources

(note: The above highlighted in yellow performance measures are being evaluated through the D/KC MPO MTP update process. Final selected PMs for Goal #2 will be included in the Innovation 2045 MTP draft currently scheduled for publication during the September 2020 timeframe).

Goal #3: Support transportation system preservation through enhanced system operations, management and sound environmental practices.

(note: Bridge and Road infrastructure references found on page II-33 in DelDOT's Innovation in Motion (LRTP)(May 3, 2019) <https://deldot.gov/Publications/reports/plan/index.shtml>)

- Kent County Delaware has 41 Bridges; **20%** (as of 2017) are classified as being in good condition, **80%** in fair condition, and 0% in poor condition. State Target is no more than 5% bridges and the **D/KC MPO target is no more than 0% of bridges in poor condition.**
- Kent County Delaware has 289 Lane miles of Roads; **71%** (as of 2010) classified as having good pavement condition, **29%** have fair pavement condition, and 0% have poor pavement condition. State target is no more 15% road pavement rated as poor and the **D/KC MPO target is no more than 0% of roads rated as having a poor pavement condition.**
- **System Performance, Freight** (only on Interstate NHS Roads (NA in Kent County)), **and CMAQ** (not applicable to Kent County)- 2017 baseline is **>75%** Person-Miles on non-interstate National Highway System (NHS) roads as being

“reliable”. Reliability calculated as the Annual Level of Travel Time Reliability (LOTTTR) for non-interstate NHS System **< 1.50** (metric determined using the average (50%) “normal” travel time on a road segment divided by delayed (80%) “congested” travel time for same road segment as measured during am and pm **peak** travel times). If travel time increases to **over 50%** of normal travel, that road segment is considered “unreliable”.

- **Transit Asset Management (TAM)**- 2017 Transit Asset Management targets are **<10%** rolling Stock at or exceeding their Useful Life Benchmark (ULB); **<20%** equipment at or exceeding ULB; and no more than **20%** facilities/buildings at or exceeding ULB.

Innovation 2045 Overview

The D/KC MPO Innovation 2045 MTP Update is a culmination of public and partner participation, population and employment projections, transportation systems assessment, planning level cost estimation, and financial planning. The 12-month planning process resulted in recommendations for multimodal transportation projects, programs, and policies for the D/KC MPO area. Innovation 2045 MTP contains the following (note: **currently draft**) chapters and appendices:

- Chapter 1- Introduction
- Chapter 2- Study Area Characteristics and Projected Conditions
- Chapter 3- Public Participation
- Chapter 4- Operational and Management Strategies
- Chapter 5- Environmental and Air Quality
- Chapter 6- Financial Plan

- Appendix A- Financial Reasonable/Constrained Projects
- Appendix B-Unfunded Aspiration Projects
- Appendix C- TBD

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